

St. Johnsbury Caledonian

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ADVERTISING RATES.

These advertising rates have been adopted by the Caledonian and will be used until further notice.

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Local notices, for sale, etc., 2 cents per word first insertion. (These will be set in reading matter type and given the best position in the paper.) Legal notices 10 cents a line, three insertions. Probate notices \$2.50 each for three insertions. Dissolution, libelation and similar notices \$1.50 each for three insertions. Card notices, 75 cents. Obituary poetry, 10 cents a line.

THE CALEDONIAN CO.

The Boston Transcript's correspondent at Washington thinks it worth noting, and a pair of trump cards in Mr. Roosevelt's hand, that the new superintendent of Philippine schools is a Roman Catholic and that Judge Luke Wright—who is slated for the Philippine governorship when Judge Taft vacates it—is an ex-Confederate and a life-long democrat.

This has proved a rather poor season for the mountain and beach resorts as the weather has been so unfavorable. The cold spell is not local, however, and tourists on the continent have complained of similar conditions there.

Current Press Comment.

Time to Call a Halt.

The Anglicization of Secretary Hay has exerted a potent influence in the United States in the direction of Russophobia. It is time to call a halt in this incessant and unreasoning warfare on a friendly power. It is time to explore the grounds of this avalanche of loose talk about "the open door." It is time to halt in our drift toward such unreasoning antagonism with Great Britain and Japan as approaches the "entangling alliances" against which we have been sagely warned. Russia has outwitted Great Britain and Japan in the game of diplomacy, and every day sees her power stronger in North China. If they wish to try conclusions with her in resort to arms, there is no one to say them nay. But let them take care of their own game. It is not part of ours to aid them in diplomacy to what they shrink from trying to gain in war.—[Portland Oregonian.]

No More Mortgages for Offices.

We entertain the hope that the days of mortgages on any important public offices in Vermont have passed by. Any attempt to revive old-time practices of this sort will in the future lead to political disaster. Machine politics are out of vogue in this state, we believe, and we know of no state Republican machine.—[White River Junction Landmark.]

Vergennes Bank Stockholders Banquet.
A fortune awaits the man who will discover something that will remove the soreness from the feelings of the Farmers' National bank stockholders. These unfortunate are the victims of the shrewdest bunco game ever worked in Vermont. After paying double price for their stock, they were insulted and injured by being compelled to return dividends paid them. Surely this is a world of misery, sorrow and woe.—[Bristol Herald.]

Vermont Tennis Players Take Notice.
Now that the state tennis championship has been won by a man from New York, there should be a revival of interest among experts at the game in the state, each striving for the honor of winning it back.—[Ludlow Tribune.]

Windsor County Full of Candidates.

A prominent politician of Windsor county was on a train Monday and in reply to an inquiry concerning politics in this county communicated the intelligence that Windsor county would have four candidates for governor in the field by the time the state republican convention meets next year! Washington county may as well yield the palm for political aspirants to Windsor, provided the politicians story is correct; and he is so trustworthy in his statements that when he goes a fishing and talks about it afterwards he never reports more than double the number of fish he caught!—[White River Junction Landmark.]

A Good Word for the Militia.

The Vermont National Guard is playing at the game of war this week, and the long-haired thesaurus points out what a silly waste of effort it is, five thousand years of world history has proved that the nation which does not fight loses its courage and decays, and, therefore, if fight we must as fight we will if the occasion arises. It would be the height of folly not to have at least the nucleus of an army trained in military tactics. It is sad for a people when it gets to that point where

—the fling of the guinea helps the hurt that honor feels.

There is no more sensible expenditure of public money than that which goes to keep the state militia in as high a degree of efficiency as possible with no immediate prospect of a demand for its services.—[Bennington Banner.]

Senator Proctor's Re-Election.

The strenuous, but spasmodic, opposition to the re-election of Senator Redfield Proctor, which is evidenced by occasional murmurings in the ranks of the Republican party, gains no recruits by its venomous attacks on the character and ability of the senior senator from Vermont. No more convincing is the "pooh-pooh-hush-hush" Proctor's all-right attitude of Mr. Proctor's warmest adherents. There may be reasons for urging a change and the subject is a proper one for discussion and will doubtless meet with real discussion if any other republican avows his candidacy. Senator Proctor will keep his seat until some superior claim is filed by a politician of equal or greater power. One might think from reading the newspapers that Mr. Proctor was either an unmitigated scoundrel or a patron saint. He is simply a very human like the rest of us.—[Ludlow Tribune.]

Gen. Charles A. Woodruff.

The many friends of Col. Woodruff, who was born in West Burke and has been a frequent visitor to St. Johnsbury, will be interested in the following newspaper comments by two of his friends, Editor Bigelow of the Portland Oregonian and Editor Benedict of the Burlington Free Press:

On July 26 Col. Charles A. Woodruff, subsistence department, U. S. A., was placed on the retired list with the rank of brigadier general. He is but 58 years of age, but he has been promoted and retired with 32 other colonels of the army whose service dates back to the Civil War in order to confer rewards upon officers who served in the Army of the Union and who were approaching the retirement age.

General Woodruff entered the Union army as a private in the Tenth Vermont Volunteers in June, 1862. He was severely wounded at the battle of Cold Harbor in June, 1864. He was graduated from West Point military academy in 1871, was brevetted for gallantry in action against Indians at the Big Hole, Montana, August 9, 1877, where he was three times wounded, winning the warm praise of his commanding officer, the late Gen. John Gibbon, U. S. A. He was appointed captain in the subsistence department in March, 1878, and was stationed for about five years at Vancouver barracks, during which time he made many friends among our citizens. The outbreak of our war with Spain found him stationed at New York city, a full colonel, where he remained until the close of that war, when he was ordered to Manila as commissary general of the department of the Philippines. On his return, after three years' service, Colonel Woodruff was appointed chief commissary of subsistence at San Francisco, which post he has just surrendered to accept retirement with well deserved promotion. In the 41 years that have elapsed since June, 1862, General Woodruff has fought under Grant against Lee; he has fought Chief Joseph under General Gibbon; he was four times wounded when serving in the line. As commissary of subsistence he held the most responsible place in his department during the Spanish War, for he purchased and shipped the supplies to Cuba. In the Philippines Colonel Woodruff obtained the warmest praise from both General McArthur and Chaffee for his official ability, and he made a most able and eloquent speech in defense of Gen. Jacob H. Smith when that officer was tried by a military court for his proceedings in the island of Samar.

His 41 years of duty in war and peace have been years of unbroken honor and usefulness; he has earned his promotion. May he live long to enjoy the leisure it brings with it.—[Portland Oregonian.]

This truthful and appreciative sketch probably came from the vigorous pen of our friend and editorial brother, Lucius Bigelow, of the Oregonian's staff. General Woodruff's father, Erastus Woodruff, was the high bailiff of Caledonia county before the Civil War, and we have heard that he was once called upon by the United States marshal to arrest and return to captivity a fugitive slave. Instead of obeying this demand he sent his son (the present general) with a fast horse and buggy to take the negro across the line into Canada as speedily as possible, which was done. Mr. Woodruff in this matter obeyed both the prompting of his own humanity and the Vermont Statute which forbade any State officer to assist in catching fugitive slaves under a heavy penalty. The Southern editors and planters made a great howl against Vermont for nullifying a United States Statute; but not long after that they were declaring that their chief allegiance was to their respective States instead of to the United States; denying United States laws, and firing on the flag.—[Burlington Free Press.]

Mr. Dunnett and the Governorship.

The state papers have thrown a good many bonquets at our St. Johnsbury lawyer for declining to be a candidate and here is a bunch of them:

Squire Dunnett has already declined the gubernatorial nomination twice—and the convention is a year ahead.—[Randolph Herald and News.]

The St. Johnsbury Caledonian stated last week in all seriousness that it was authorized to say that "Lawyer Alexander Dunnett has no notion of being a candidate for governor and will not be a candidate." Has the CALEDONIAN no sense of humor?—[Northfield News.]

Some of the politicians have trotted out again the name of Alex. Dunnett for governor. No use, gentlemen, Mr. Dunnett has refused to enter the race—won't have it anyway. You'll have to look elsewhere.—[Burlington Clipper.]

Esquire Dunnett has told the St. Johnsbury Republican that he would not accept a nomination for governor of the state "if every man, woman or child in Vermont wanted him to, and if it was offered to him on a silver platter." That is sufficiently explicit and is in refreshing contrast to the declarations sometimes heard that so-and-so doesn't aspire to the office but is in the hands of his friends!—[White River Junction Landmark.]

Some time ago Esquire Dunnett told us in terms that would not allow the case to go to the supreme court for reversal of decision on exceptions, that he would not accept the position if every man, woman and child in Vermont wanted him to and if it was offered to him on a silver platter. He had some considerable experience in the thick of the last gubernatorial fight and is not banking for further experience with smokeless powder.—[St. Johnsbury Republican.]

All the talk about Alexander Dunnett of St. Johnsbury and the governorship is simply an attempt to force political gossip. Senator Dunnett doesn't want to be governor—as he has repeatedly said—and if he wanted to be governor he couldn't be next year, and as for posing as a man of straw for the license men to knock down, he has too much hard Scotch sense. Let the next victim enter.—[Brattleboro Reformer.]

Ohio has established free employment offices in the five large cities of the state, and the officials in charge report that from 1890 to 1900 the total number of applicants of both sexes was 270,910, of whom 136,670 were given employment.

At the beginning of January, 1903, the American Federation of labor had 2,425 unions affiliated, divided as follows: National and international unions, 1,011; state branches, 26; city centrals, 473; local trade and federal unions, 1,825.

OF BENEFIT TO ALL.

SENATOR DANIEL ON THE VALUE OF GOOD ROADS.

Why They Are Economical and What They Save—Should Be Built to Last. An Object Lesson in a Virginia County.

In an address at a Virginia good roads convention United States Senator Daniel spoke on the economy and benefits of good highways as follows:

"A good road is a universal public benefaction. There is not a single member of the community who does not receive advantage and pleasure from it. It is the most domestic of all public institutions. A courthouse is for litigants, an asylum is for the infirm, a jail for criminals, a theater for entertainment, a park for recreation, a school for instruction, a church for worshipers, a hotel for wayfarers, but a good road is for everybody—saint and sinner, man, woman and child, maid and matron, young and old, rich and poor, healthy and sick, the lame, the halt and the blind all get a share of benefit from a good road.

"A good road is a mark of the progress of the community in which it is located. Show me a good road and I will confidently say of the people of the community, 'They are up and doing; they are going forward.' A good road is no transient and fickle satisfaction. It is a stayer. Night and day, winter or summer, autumn or spring, it is the general public servant, a friend that sticketh closer than a brother. The antipodes of interest on a debt, which runs against you all the time, a good road is for you and does duty to you all the time.

"A good road is a generator and a radiator of benefit to all who live upon it or who move upon it. A man likes to locate in a land of good roads. They are the lightning rods to attract intelligent settlers. A good road is a faithful friend and a cheerful companion. It is the best investment and the best of advertisements. It is a poster that nobody wants to deface and that you can't pull down.

"This is a country in which you have got to build roads after the old Roman fashion or after the fashion of the good roads train—build them to stay built. In a country of this kind there is no economy in building what you might call a 'tolerable road' unless you are on the top of a fair plateau where nature has given you a good grade. In Prince Edward county the enterprising people of Farmville and vicinity have built a good road according to modern ideas from Farmville out to old Hampden-Sidney college. At any time you go there you can find the farmers, with their four horse and six horse teams carrying their tobacco and other products to this road. As soon as they strike this good road they take out all but two horses and go merrily jogging on to town, sending the rest of the horses back to the plantation. There is an object lesson for you and one which illustrates the economy of good roads.

"What will a road save? First, it will save time. That is the most important thing in your life that they ought to save, because a little slice of time is all that the Creator has allowed of us here out of the great eternity. Whoever can save time prolongs his life on earth to that extent. In the next place, you can save material by having a good road. This is a department of the matter which the statistician has never thoroughly investigated nor the historian recounted. But your experience tells you this: A stretch of muddy road means the breakage of harness, the straining of vehicles, ruined paint and varnish on your buggies and many other petty losses which amount to a great deal in the aggregate. Then there is a great saving of animal life resulting from good roads. It ruins a good horse to work him hard on a bad road. Look at the horses that are strained. Think of the increased number of horses you have to use on a bad road. Then think of the difference between bad and good roads to man himself. If he starts with his produce to town, ten, fifteen or twenty miles away over a bad road, he cannot get there and sell it before breakfast. But on a good road he can bring his produce with the dew of the morning upon it ten or even fifteen miles to town and get it to market while it is most valuable.

"Think for a moment of the effect upon the man himself. Let him have a rickety wagon and a bad horse and twenty miles to go to town through such mud as we have up in this country, and he will be ready by the time he gets there to appreciate the legend written on a dial in Spain with reference to the flying moments, 'Each one wounds, the last kills.' But if he is journeying upon a good road pleasant thoughts come to him. He has opportunity to think. He has opportunity to take in whatever is pleasant around him. He will enjoy conversation with his companions, and when he gets to town he is a rational, contented man, ready to face the next duty in life, whatever it may be.

"But it is not only in saving that good roads are economical. See what they produce—increasing population, better society, better schools and increased value of property. Just as soon as you get a good road in your neighborhood the value of your land upon each side of it will more than pay for its building. There is not a single thing that you can suggest in the way of public enterprise which offers a more immediate and more certain return for your investment than good roads."

National Aid For Good Roads.

It looks now as if national aid was bound to come in the near future. Already many state legislatures have put themselves on record in its favor.

Keep A-Goin'!

Et you strike a thorn or rose,
Keep a-goin'!
Et it hails, or et it snows,
Keep a-goin'!
'Tain't no use to sit an' whine,
When the fish ain't on yer line;
Bait yer hook an' keep a-tryin'—
Keep a-goin'!

When the weather kills yer crop,
Keep a-goin'!
When 's on tumble from the top,
Keep a-goin'!
S'pose you're out of every dime,
Bait 's on ain't any crime!
Tell the world you're feelin' prime—
Keep a-goin'!

When it looks like all is up,
Keep a-goin'!
Draw the sword from the scup,
Keep a-goin'!

See the wild birds on the wing,
Hear the bells that sweetly ring,
When you feel like singin'—sing—
Keep a-goin'!

A Pope Related to a Sultan.

We learn from a Swiss writer of the seventeenth century that Pope Alexander VII, whose pontificate extended from 1655 to 1667, was related to the sultan Mohammed IV. The connection between these two contemporary sovereigns is traced to one of those occurrences which in the times of Moslem invasion and predatory aggression often led to strange blood relationships between representatives of Christian and Mohammedan houses.

The story is told by Wallichius, a contemporary of Alexander VII, and Mohammed IV. Some Turkish corsairs attacked and pillaged the castle of the Marsilis in 1525 and carried off Margherita, the daughter of Nani Marsili, and this fair lady was reserved as a present for the Sultan Solymann, who made her one of his wives. By this union she became the mother of Selim II, ancestor of Mohammed IV.

From the same noble family Alexander VII was lineally descended on the maternal side. Leonardo Marsili, brother of the captive Margherita, had a son, Cesare, whose daughter, Laura, married into the Chigi family and became the mother of Fabio Chigi, known on the roll of pontiffs as Pope Alexander VII.

Here's a Queer Fish.

Each one of us has at some time eaten too much, but we have surely not gone to such an excess as this fish has. It is called the "black swallower" and as a swallower takes first place, for its stomach is much larger than its body. It will seize by the tail a fish eight or ten times its own size and work its way over it by repeatedly sliding forward one jaw and then the other. Before taking a meal the swallower is a very respectable looking fish, except for a voracious cast of countenance, but afterward he certainly has the appearance of having eaten too much. Then the walls of his stomach are so stretched as to be transparent. Later digestion begins and the swallower is turned belly upward by the imprisoned gas and his stomach becomes a balloon, which lifts him from the depths of the ocean to the surface, and in this helpless condition he is thrown about by the waves, perhaps cast ashore and left high and dry by the receding tide, in which case he does not swallow any more, for the returning tide finds him a dead fish.

The Constitution in Practice.

The theory of the constitution is that the three departments of the government—the legislative, the executive and the judiciary—are independent of one another. In practice the government is not carried on in harmony with this theory. The system of checks and balances does not operate as its inventors intended. The president was to have had the power of selecting his subordinates; the senate, through the exercise of the power of confirmation, was to prevent the appointment of unworthy men, especially of men who might connive with the president to usurp power. In practice most of the president's subordinates are forced upon him. He usually selects after consultation with a senator, who stands for the whole senate, for he has his power behind him through a custom which has grown to be a rule of conduct, known as the "courtesy of the senate."—Century.

Grip

Shattered My Nervous System.

Stomach Deranged, Liver Dormant.

Dr. Miles' Nervine Cured Me Completely.

A slight cold in the winter with fever, headache, backache; when the nose runs and the eyes water and a soreness seems to permeate the marrow of the bones; this is the beginning of Grip's deadly grasp. The danger follows in the shattered nervous system and the derangement of the heart or the digestive organs as in the following case:

"The last week in January I contracted LaGrippe and was confined to my bed for five weeks. My nervous system was completely shattered, stomach badly deranged and liver in an almost dormant condition. I took treatment from my family physician, but could get no relief. My condition continued to grow worse and as I had often heard of Dr. Miles' Nervine I decided to try it. I purchased a bottle of Dr. Miles' Restorative Nervine and Nerve and Liver Pills. When I began taking the medicine I had no appetite, couldn't sleep and was scarcely able to get around. My weight at this time was one hundred and twenty-four pounds. At the end of the second week I was a changed man, my appetite was beyond control, my sleep was refreshing, my strength renewed and my weight was one hundred and forty-two pounds. I never felt better in my life than I do at this writing. I take great pleasure in recommending Dr. Miles' Nervine to the afflicted. If anyone doubts the above statement I am ready to confirm it."—D. C. Walker, U. S. Treasury Dept., Washington, D. C.

All druggists sell and guarantee free bottle of Dr. Miles' Nervine. Send for free book on Nervous and Heart Diseases. Address Dr. Miles Medical Co., Elkhart, Ind.

BRICK TRACK ROADS

SOME POINTS ABOUT THEM BY MARTIN DODGE.

These Ideal Roads, He Says, Can Be Built at an Extremely Low Cost and Will Last Many Years—How They Are Constructed.

Hon. Martin Dodge, director of the bureau of public road inquiries, advocates the construction of brick track roads with convict labor, says the New York Herald. In regard to these highways Mr. Dodge says:

"The important features of brick track roads are that they can be built for a fraction of the cost of a stone road or street, while four to five times the load can be hauled on them with the same team force, and they can probably be maintained for one-tenth of the repair expense. At the same time they obviate the formation of the ruts, dust and mud due to the grinding of the wagon wheels on stone streets and the mudholes and dust of our earth roads.

"If convict labor is properly employed we can probably build these ideal roads throughout the whole country in a few years of time for the present needless expense we are now bearing on account of our deplorable country roads.

"An ideal road is the stone wheel track between Albany and Schenectady, N. Y. In constant use for nearly sixty years, with very little or no expense for repairs, it so far shows very little wear. It is probably the oldest and most successful road in this country and now looks as if it might last another century or two without material repair expense.

"Near the city of Buffalo on upward of a mile of brick track road constructed adjacent to stone roads built by the state nearly four times the load can be hauled with the same team force and with comparatively little damage to the contents of the loads, which are largely composed of market produce and fruit.

"In the brick track road is found a means for obtaining all of the advantages of the old stone track road at an extremely low cost. This advantage is made possible for nearly every part of this country on account of our abundant clays, which are found of suitable quality in nearly every section.

"A strong feature in favor of the brick track road is the plan of using our convicts and vagrants in making the brick and other materials and also in constructing the roads, by which means this country could in a few years' time have the finest roads in the world at less cost than the burden and disadvantage which we are now enduring because of our present lack of good roads.

"If long term convicts are employed to make brick and other road materials and short term convicts are employed to make the roads, as is recommended by the United States office of public road inquiries, the cost of constructing brick track ways for our country roads should not exceed \$500 or \$1,000 per mile and in many cases could be made to average less than \$300 a mile, exclusive of any necessary grading and hauling of material. Furthermore, if well made they should last for many years.

"In a recent article in the Review of Reviews the length of the highways of the United States, outside of incorporated cities and villages, is estimated at 3,000,000 miles. At a cost of construction of, say, \$900 a mile brick track roads for the entire country would cost less than four times the \$650,000,000 loss which it is estimated we are now sustaining each year on account of our bad roads.

"In other words, we are now paying for the pleasure of using our present deplorable roads an annual mud tax which in less than four years would build the finest and best roads in the world throughout the entire country and which would effect a saving thereafter over our present conditions of nearly \$7 each year for every man, woman and child in this country, to say nothing of the pleasure, the satisfaction and the moral benefits of driving over good, hard roads every day of the year instead of through a series of mudholes or a cloud of dust.

"The proper manner of constructing the brick track road will vary somewhat in different localities, according to the soil and climatic conditions. Where the subsoil is naturally drained and frost does not usually penetrate deeply a base of two or three inches of concrete under the brick appears to be sufficient for ordinary roads. The bricks are set on this concrete base.

"In localities where the soil is wet or of a clayey nature drainpipes should be placed lengthwise under each wheel track, with suitable outlets, and where the subsoil is very wet and the frost penetrates deeply stone or other ballast should be placed beneath the bricks, with the drainpipe beneath the stone ballast.

"As nearly every form of road is seriously damaged by the grinding action of the wagon wheels it is at first difficult to realize that this will not be the case with the brick track road, but when we remember that the surface of the brick track is nearly as even and uniform as the top of a steel rail and as it effectually obviates the washing of hillside roads it is difficult to conceive how any appreciable wear can possibly take place even in years of ordinary use if properly constructed."

A Sign of Progress.

Persons who have given intelligent consideration to the subject know that a good road has many financial advantages. It increases the market value of farms, reduces the wear and tear on horses and vehicles and saves time in transportation. A good road is a sign of progress.



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Admission 25c. Carriages 25c.

Write for prize list, official programme, etc.

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PARKER'S HAIR BALM
Cleanses and beautifies the hair. Promotes a luxuriant growth. Never Fails to Restore Gray Hair to its Youthful Color. Revives Dandruff and Itch-falling. 50c. and \$1.00 at Druggists.

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